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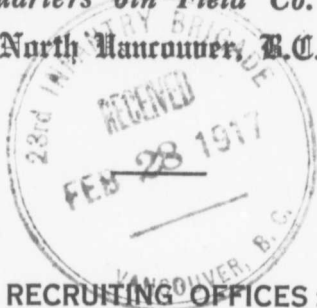
Canadian Engineers

C. E. F.

British Columbia.



*Headquarters 6th Field Co. C. E.
North Vancouver, B.C.*



RECRUITING OFFICES :

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"FOREWORD"

*By R. F. Green, Esq., M.P., Director of National Service
Board for British Columbia and the Yukon.*

As Directors of the National Service Board for British Columbia and the Yukon, I take a special interest in the encouragement of recruiting and I am very glad to contribute as requested a few lines as a "foreword" for your Recruiting appeal.

In modern warfare engineering plays a most important part. Its many various divisions are brought into requisition in connection with all branches of Army work such as, transport, communication, the making of munitions, gunnery, trench work and aeronautics. All great Generals are great engineers, whether in the professional sense or not. The Engineering Corps is seldom in the limelight, their work is not often spectacular, you do not read so much about them, they are not frequently mentioned in the despatches but their work is silent, unceasing, intelligent and intrepid. They pave the way, they keep up the pace, they make good the line of retreat, when retreat is necessary.

I am told by those in authority that the Canadian Engineers, in ability, in professional efficiency and in zeal and industry, are the equal of any Engineers of the Allied Corps. They possess not only brains but the physique, the dash, the courage and the resourcefulness that everywhere characterize the typical Canadian, and the organization they have already effected, the initiative they have displayed and the work they have already done are proof of their mettle and their capabilities.

It must be a matter of great satisfaction to your boys to know that throughout Canada no other body of men, in a professional way, have shown such a general disposition to enlist and serve their Country. On the other hand it is a matter of deep regret that in the Dominion there is a large class—an indiscriminate class, but physically very fit for duty—who have shown no disposition to serve and whose backwardness in serving in the greatest of all causes has brought into existence the National Service Board. We are all

proud, the Empire is proud, that Canada has responded so nobly to the call; but the wonder to me is not that 400,000 Canadians should have answered to the call of duty, but that **any** Canadian of Military age, physically fit and whose services are not required at home should have hesitated to offer his services and do his bit. If we had had conscription and militarism was a hated noxious thing in Canada it would have been different, but we are the freest of all free people and we are free because we belong to an Empire that has stood for freedom and is today fighting with all her mighty force for that most precious of all priceless things, Liberty. In that struggle the liberty of every Canadian is involved. For this cause, for their weal and for individual as well as National safety and honour, the man who can, but will not fight is unworthy to be called a Canadian, much less a subject of the British Empire.

In conclusion I cannot resist the temptation of quoting a short portion of a speech delivered by our Canadian Prime Minister at the Guild Hall on being presented with the freedom of the City of London, July 29th, 1915.

"Why in Canada do we see those who are the descendants of those who fought under Wolfe, and of those who fought under Montcalm, standing side by side in the battle-line of the Empire? Why, coming down to later days, do we see the grandson of a Durham, and the grandson of a Papineau, standing shoulder to shoulder beyond the Channel in France or Belgium? When the historian of the future comes to analyze the events which made it possible for the Empire to stand like this, he will see that there must have been some overmastering impulse contributing to this wonderful result.

"One such impulse is to be found in the love of Liberty, the pursuit of ideals of democracy, and the desire and determination to preserve the spirit of unity founded on those ideals, which made the whole Empire united in aim and single in purpose. But, there was, also, in all the Overseas Dominions, the intense conviction that this war was forced upon the Empire, that we could not with honour stand aside and see trampled underfoot the liberties and independence of a weak and unoffending nation whose independence we had guaranteed. And, above and beyond all that was the realization of the supreme truth, that the quarrel in which we are engaged transcends even the destinies of our own Empire and involves the future of civilization and of the world."



The Canadian Engineers

AND THEIR PART IN
THE GREAT WAR.

THIS is an Engineers' War. Engineering skill and resourcefulness have played and are now playing a much more important part at the front than in any previous war. The Canadian Engineers, as a result of their very valuable work at the front, have established for themselves a very enviable status in the Canadian Army.

The Canadian Engineers take only men whose intelligence, training and ability fit them to

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maintain in their work the high standing this unit now enjoys at the front.

The best men, with experience in construction and engineering work, and the ability to handle men and supervise work, are the men specially desired for the Canadian Engineers, and such men will have every opportunity of utilizing their ability to the utmost. The unit also has a place for good tradesmen, mechanics, horsemen and others whose experience would fit them for engineering training and work at the front.

Ever since the British and French armies started the great offensive at the Somme, in which the Canadian army has taken such a glorious part, there has been a continual demand for more engineers.

Canada's army in that offensive has written a wonderful page in Canadian history, and this army is now calling for an increasing number of Canadian Engineers — since every advance means an immense amount of Engineering work.

Construction Foremen, Machine Foremen,
Engineers, Tradesmen, Mechanics,
Construction Men, Horsemen,
etc., Needed for the Can-
adian Engineers.

IT is well known, that the work of which the Engineers have charge is "constructive" or "destructive"—the construction of trenches, defensive positions, obstacles, camps, roads, bridges and the thousand and one things necessary to an army, particularly when it is moving forward—or the destruction of enemy obstacles, fortified positions by mines, etc. The status of the Canadian Engineers is, however, often misunderstood and misconstrued. The sapper (as the private in the Engineers is called) does not dig trenches, etc., himself. He is a supervisor, a consultant for working parties drawn from the Infantry and other units. It is only returned soldiers, particularly Engineers, who have an adequate idea of the work of the Canadian Engineers in this war. An Engineer officer, who has been at the front seventeen and a half months with No. 2 Field Company, having won the Military Cross, was wounded and is at present home

on leave, in lectures arranged by Headquarters' Staff on Trench Warfare, given to Infantry battalions in training, said:

"I have not yet found anyone in Canada, not a returned soldier, who knows the status of the Engineer in France. It is a mistaken idea that the sapper in France does the actual work involved in construction of trenches, roads, etc. The sapper in France has no time for that. All he can do is to guide and instruct working parties from Infantry and other units. One sapper will have the handling of from fifty to one hundred men nearly every day of his life. A field company may be handling in working parties drawn from other units up to 1500 men in a night at two or three assembly points. The sappers are there as consulting engineers, to lay out the work, to set the task and report on the amount of work done by the working parties under their direction, and to report whether this work is satisfactory. If the sapper's report shows that working parties have not done what they should have done, then Division Headquarters brings pressure to bear so that the unit that supplied that working party will not have such a thing occur again."

Sappers in France supervise and report on work of "working parties" drawn from the Infantry and other units. They do not do actual work, but have the responsibility of seeing that work is done, and done properly. Read this article for details.

This makes it quite plain that the Canadian Engineers are NOT diggers of trenches, etc., but supervisors of such work which is done by working parties from other units. The same thing holds as regards road building and the many other forms of construction and engineering work carried on by the Canadian Engineers in France.

The tradesmen in the Engineers, such as harness makers, blacksmiths, carpenters, framers, bricklayers, masons, electricians, engineers, machinists, plumbers, painters and others such as teamsters, linemen, etc., will practice their various trades or supervise working parties in their trades.

If you are an engineer, a construction foreman or superintendent, a man who can handle men and lay out work, you are the man specially desired for the Canadian Engineers, and this is the unit in which you can make yourself most valuable to your country and to yourself. Or if you are a tradesman, a horseman, or a practical man able to direct work, you can join the Canadian Engineers with the knowledge that you will get work in your own line and that your experience at the front will be most valuable to you after the war is over.

Times are good in Canada. Skilled labor of all kinds is scarce. You, if you are the kind of man eligible for the Engineers, probably have a good job, or can get one, or if in business for yourself, are doing well. To join the army you may have to make a sacrifice as far as money is

concerned, but a few extra dollars will look mighty small in future years as against your vain regrets when you hear your friends discussing old times in camp in Canada, in England, or in the trenches at the front, and you have to sneak away from that gathering feeling that you have been a slacker. Perhaps you are at some work which gives you the excuse of being of greater value to your country at home. There is work to be done in Canada, of course, but for your peace of mind in the years to come, you should be **sure** the work you are now doing could **not** be done **just as well** by a returned sapper or someone who for one reason or another **cannot** join the army. That excuse can be made to sound much more plausible to yourself and others **now** than after the war is all over, and you are likely to feel in later years that you have occupied a place that should have been open to sappers who have "done their bit" in France and have returned. Perhaps you object to war—perhaps you feel that war is inhuman, that it is cruel, and that you don't want to have anything to do with it. If so, remember the hundreds of thousands of men who have sacrificed themselves that Great Britain and Canada

You may think you have a good reason for not enlisting, but have you? An excuse which sounds very reasonable NOW will not seem nearly so good in the years to come. Read this article, and join the Canadian Engineers NOW.

might not be as Belgium, as Poland, and as Serbia. Remember that the German war machine does not object to war, that this machine forced war on the world, and the only way to meet war is with war. Above all, remember that by going as a sapper you are not going there to kill, but you **are** going to protect those of your countrymen who are there, and in that way keep the casualty list down.



IN Canada the work of the Engineers at the front is often misunderstood and misconstrued. The "sapper" (as the private in the Engineers is called) does not dig trenches, etc., himself, but lays out work and acts as a supervisor of "working parties" drawn from the infantry or other units in the constructing and consolidating of trenches, construction and repair of roads and the many other forms of engineering work at the front.



"SAPPERS' MATES" are men of various trades who are attached to Engineer Companies in France to work in the Engineer parks constructing standard frames of dug-outs, bomb-proofs, and all the other material that requires to be made up before being sent to the trenches. These men are drawn from the Infantry and work under sapper supervision.



BECAUSE of the urgent demand for Engineers, it has been ordered, under H. Q. Authority 593-3-29, dated August 24, 1916, that men in other units who have the required qualifications, may voluntarily transfer to the Canadian Engineers. Any tradesman, as specified in another section of this folder, is qualified to transfer to the Canadian Engineers under this order.



THE Training Depot for the Canadian Engineers is at St. Johns, Que. Drafts leave for the training camp once a week. Those desiring to join this unit should get in touch by letter or in person with Recruiting Officer, Canadian Engineers, 6th Field Company, North Vancouver, B. C.



WHERE AND HOW THE CANADIAN ENGINEERS ARE TRAINED.

*Some of the Work Done Under the Supervision
of the Canadian Engineers at the Front.*

THE Canadian Engineers Training Depot is at St. Johns, Quebec, in wintertime, and at Valcartier Camp in summer. Drafts leave for the Training Depot at intervals. The length of time spent at the Training Depot depends upon the progress you make, but usually after three months you will be ready to proceed overseas.

The Engineers training is of a two-fold nature. They are trained in the technical duties of Engineers, and are given sufficient military training so that they may apply their technical knowledge effectively.

The unit of formation for Engineers when mounted is the troop, and when dismounted the field company.

Included in Engineers training are: Drill, instruction in care of arms, swimming, rowing, field entrenchments and works, knotting, splicing and lashing, the use of blocks and tackles, construction of trestles, etc., construction of cask and boat rafts and piers, construction of pontoon bridges, etc., water supply apparatus, obstacles, sapping and mining, duties in connection

with camps, etc., construction and destruction of railways, telegraphs, etc., road making and repairing, riding and driving drill, stable management, care of horses, etc., and other special training for special duties.

It is apparent that this training will be of great value to a tradesman, construction man, etc., in civil life after the war, and it is also apparent that men qualified to enlist with the Canadian Engineers should join this unit in preference to others.

The pay for Engineers is the same as that for other units, i. e., \$1.10 per day, or \$34.10 per month of 31 days. Uniform, clothing and board are all found. Wives of married men get a separation allowance from the Government of \$20.00 per month. A Corporal gets \$1.20; Sergeant gets \$1.50, and separation allowance for Sergeant is \$25.00 per month.

YOUR DUTY TO YOURSELF.

To the young unmarried man with a trade or with training and experience that fits him for the Engineers, let it be said with all seriousness, this appeal to join the Canadian Engineers is made especially to YOU. It is your duty to your Country, to your fellow countrymen who have already gone, and, above all, to **yourself**, to heed this call NOW. If you do not, you will regret it in future years, as surely as the sun rises and sets. No young man with spirit can **fail** to take his rightful part in this world up-

heaval without its affecting **adversely** his **whole after life**.

But this appeal is also made to all men of military age who are eligible for the Canadian Engineers. If you have a wife and children, they will be well taken care of by Government separation allowance and by the Patriotic Fund. No army in the world is so well paid as ours, and in no country in the world are those left behind provided for so well as in Canada. A soldier's wife and children have a high standing in their community. They have the supreme satisfaction of knowing that husband and father is playing his part in maintaining civilization and destroying the monster threatening civilization.

CANADIAN ENGINEERS

AND THEIR WORK IN FRANCE.

“**W**HAT work do the Canadian Engineers do at the front?” is a question often asked. Following is information which will answer that question and give an idea of the status of the sapper (as the Engineer private is called) in France.

In this Military District there are no overseas units in training. The training depot for the Canadian Engineers for the whole of Canada is at St. Johns, Que., this winter and at Valcartier Camp in summer. The Engineers and their work, therefore, do not receive the publicity

enjoyed by the Artillery, the Infantry and other units.

In France trench construction, road construction, hut building, water supply and the dozen and one other forms of engineering work are all carried on by "working parties" drawn from the Infantry and other units, under the supervision of sappers, each sapper having a working party of fifteen or more under his direction. The sapper lays out the work and reports to his N.C.O., who reports to the Engineer officer in charge of working parties as to the quantity and quality of work done.

The efficient sapper, therefore, is a man who can handle men, who can lay out work, and whose intelligence and training make him **certain** of what he is doing before he does it. The sapper is specially trained in the construction work necessary to modern warfare, and, being a valuable man at the front, he is conserved as much as possible.

Then there are "sappers' mates," as they are called at the front, who are men of various trades kept at work in the Engineer parks making standard frames of dug-outs, bomb-proofs and all other materials that require to be made up before being sent to the trenches.

Men who have had experience in construction work of any kind and who can handle men, are specially desirable as sappers, and the best men may rest assured that by joining the Canadian Engineers they will be in a position to utilize to the utmost their ability and training.

It is the experience in France that the good sapper has very many opportunities for advancement, and there is more than one sapper N.C.O. who has refused a commission in other units, preferring to be an N. C. O. in the Engineers. One sapper sergeant, who was wounded in France, and who is now in Canada on leave, says he would rather be a sergeant in the Engineers than a captain in the Infantry. Civil engineers, surveyors, architects, lumbermen, draftsmen, loggers, railwaymen, trackmen, bridgemen, construction men and tradesmen of all kinds, such as plumbers, carpenters, harness makers, blacksmiths, electricians, framers, bricklayers, masons, engineers, machinists, painters, wheelwrights, gas engineers, steam engineers, fitters, plasterers, shoeing smiths, etc., are qualified for the Canadian Engineers, and by joining this unit can "carry on" their part in this great war by working at their own trade or line and by supervising "working parties" from other units. For instance, a builder or construction foreman as a sapper would supervise work of "hutting parties" in construction of huts which forms the reserve billets of Infantry.

The fact that the work of the Canadian Engineers is the conservation of Canadian lives and the reduction of casualties, makes this unit an attractive one. Then, too, the Engineer gets experience at the front which makes him a much more valuable man in his trade when the war is over. The sapper, the sapper N. C. O., and the Engineer officer are said to be the hardest work-

ed men at the front to-day, and there is therefore a very urgent call for more and more sappers who can accept the responsibility of handling men, materials and work.

A description of the organization of Canadian Engineers in France, gives a comprehensive idea of the work carried on under Engineers' supervision.

The Chief Engineer, Canadian Corps, is a Brigadier-General. He has under him the four Colonels in command of the four units of Divisional Engineers, each consisting of 1 Div. Eng. H.Q.'s and 3 Field Cos. He also has directly under him all corps, troop companies and independent Engineer officers attached to his staff who do the miscellaneous Engineer work required behind the G. H. Q. lines.

Corps Troop Companies and the Engineer Officers attached to Chief Engineer's staff look after the installation of water supplies for all units billeted behind G. H. Q. lines; look after the construction of G. H. Q. lines, construction of strong points between G. H. Q. lines and subsidiary lines; look after special railroad construction immediately behind G. H. Q. lines for the use of the artillery; construction of all roads in the corps area up to the G. H. Q. lines, and all main roads from there forward to the most advanced point of motor transport; look after the construction of artillery route roads (both highway and railway) for supplying the heavy artillery with ammunition.

Having decided to join the Canadian Engineers, the following should be closely followed:—

Apply for medical examination to your local medical officer, and if he passes you as fit, mail your Attestation Papers to The Recruiting Officer, 6th Field Company, Canadian Engineers, North Vancouver, B. C., who will forward transportation for you to proceed to Vancouver, where upon arrival you will be examined by a Medical Board. If on this examination you are found to be medically unfit for overseas service, return transportation will be provided you to return to your home.

The following are some of the causes of rejection of men seeking enlistment in the Canadian Engineers: Defective eyesight, defective hearing, loss of fingers or toes, rupture, varicocele, varicose veins, flat feet.

The following standard of height and chest measurement is maintained: Height, minimum, 5 ft. 2 in.; chest measurement, ages 18 to 30, minimum 33 inches; over 30 years of age, minimum, 34 inches.